

# **ENVIRONMENTAL ASSESSMENT**

Eugene Entertainment Inc (TRAC-ON)  
Motorcycle Trail Ride

**EA-NV-040-06-32**

Bureau of Land Management

Ely Field Office

HC33 Box 33500

Ely, NV 89301

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## **I. Background Information**

## **Introduction**

The Bureau of Land Management (BLM) is responding to an application by Daryl Folks with Eugene Entertainment Inc (TRAC-ON) for a special recreation permit to hold a non-competitive motorcycle and ATV trail ride.

The BLM prepared this environmental assessment (EA) pursuant to the Code of Federal Regulations (CFR), implementing the National Environmental Policy Act (NEPA). The EA analyzes the site specific impacts of the proposed action and alternative actions to prevent undue and irreversible impacts to the resources found on BLM managed public land. This EA will address two alternatives; the proposed action and a no action alternative. The analysis of the proposed action contained in this EA would be sufficient for subsequent relevant events until the proposed action and/or land management issues change as to require new NEPA analysis.

## **Brief Description of the Proposed Action**

The proposed action is to grant a special recreation permit to Daryl Folks with Eugene Entertainment Inc (TRAC-ON) to hold a trail ride on June 24-25<sup>th</sup>, 2006 and varying dates for years to come. The event would provide an organized riding opportunity for participants with motorcycles and All Terrain Vehicles (ATV's). The proposed course is approximately 350 miles long encompassing three different loops (see Appendix A). The proposed course is located on predominantly BLM managed public land in Lincoln and Nye counties, with small sections of the proposed course crossing through private land. For the portions of course which cross private land, the proponent is required to obtain permission letters from affected private land owners. It is required by the BLM that the proponent supply a copy of any permission letters to the BLM before a permit is issued for the event. All portions of the course are on existing roads, trails and washes. No cross country travel is being proposed.

## **Purpose and Need for Proposed Action**

The purpose of the proposed action would be to allow a permitted use of the public lands by Eugene Entertainment Inc under appropriate terms and conditions needed to minimize impacts to other resource values and uses. The need for this action is to fulfill a demand for a non-competitive organized trail riding opportunity.

## **Conformance with Land Use Plan**

The proposed action is in conformance with the Schell Management Framework Plan (MFP). Schell MFP decision 4.5 designated most of the Schell Resource Area as open to casual Off Highway Vehicle (OHV) use which is not subject to a BLM authorization and prohibited races in 24 specially designated geologic, scenic, archeological, and natural areas. The proposed race course is located within the open designation and is not located within any of the Schell MFP areas where organized OHV events were determined as not allowable. The action is also in conformance with OHV decision 3.1 of the Caliente MFP.

The proposed action is consistent with the Lincoln County Public Land and Natural Resource Management Plan. This states that "Off-road races and other events are

reviewed by the ORV committee and it is mandatory that any race, plans for a race or other event be reviewed and recommended by them to the County Commission for approval or disapproval.”

## **Scoping and Issues**

### **Scoping**

Scoping was done internally with environmental resource specialists and posted on the BLM website for 30 days for public review and comments.

### **Issues**

Issues with the proposed action were identified during the internal and external review process. These issues include:

- Preventing the introduction and spread of invasive weeds. The seed of such weed could be introduced or spread by participants using the proposed course.
- Reducing the level of erosion occurring on segments of existing trails to be used by the racecourse. Additional use of these trails within and after a competitive event could increase the level of erosion of these steep and unstable/highly erosive trails.
- Archeological resource protection (avoidance)

## **II. Description of Proposed Action and Alternatives**

### **No Action**

Under the no action alternative the application for a special recreation permit to hold a 350 mile non-competitive motorcycle and ATV trail ride would be denied. The trail ride would not occur.

### **Proposed Action**

Under the proposed action, the BLM would grant Eugene Entertainment Inc (TRAC-ON) a special recreation permit to hold an organized trail ride for OHVs on June 24-25<sup>th</sup> 2006 and varying dates for years to come. The proposed course would be approximately 350 miles total length and would use existing roads and trails (see Appendix A). The majority of the proposed course would be located in the northwestern part of Lincoln County between Highway 93 and 318. The primary visitor concentration would be around Coyote Springs located on the west side of Dry Lake Valley. This area would be used for camping for participants and would serve as the main pit area during the event (see Appendix A for campsite location). The trail ride starts in the vicinity of Coyote Springs on the west side of Dry Lake Valley and is the central point of the course. The course extends south to the White River Narrows between state highway 318 and the North Pahroc Range; north around Burnt

Peak and east over the north end of the Bristol Range and the southern end of the Fairview Range. All portions of the course are on existing roads, trails and washes.

This event would be a non-competitive trail ride. The proponent expects 200 riders to participate in the two day event. The riders would be split into two classes. Class A and Class B. The A Class includes expert and amateur motorcycle riders; the B Class, includes novice motorcycle and ATV riders. The course would be divided into two loops both days. Class A would ride the western loop on day one and the eastern loop on day two. Class B would ride the eastern loop both days.

Participants and spectators would camp on private property at Coyote Springs in Dry Lake valley for at least two days during the event. The race permittee would be responsible for all clean-up efforts and any restoration measures needed at the camping and pit area. The permittee would provide portable toilets for use by spectators and participants. Emergency medical services and communication would be provided by the Lincoln County ambulance which would be located on site. Additional communication services would be provided by satellite and cell phone service

The race course crosses State Route 318 in four places. One crossing travels over the highway, while the other three crossings travel under the highway. Staff riding with the group would facilitate traffic while the group crosses SR 318. The proponent would be responsible for obtaining any permission/permits required by the Nevada Highway Patrol prior to the event. The permittee would be responsible for obtaining approval and permission to use county roads from the Lincoln County commission.

As part of the operations plan the proponent/permit holder would be required to ensure that participants wash their equipment prior to beginning the race to reduce the potential for the spread of noxious and invasive weed species.

A Cultural Resource Needs Assessment would be completed prior to the event in coordination with the cultural specialist to ensure no cultural resources would be affected by this event. A Class III Cultural Resource survey would be completed for any sections of course not previously inventoried to ensure archeology resources are protected (avoidance).

This event would be monitored in accordance with Ely District SRP policy to ensure impacts resulting from this event in regards to weeds and soils would be mitigated. Pre and post course inspections would be done of the course and photo monitoring points would be taken to document the impacts.

Included as part of the proposed action are the applicable BLM permit conditions checked on the reverse side of Special Recreation Permit form 2930-1 and special stipulations attached which are made a part of the race permit. The permit and stipulations are attached as Appendix A to this environmental assessment and have been incorporated at mitigating measures inherent to the proposed action for purposes of this environmental assessment.

#### **Alternatives Considered but Eliminated from Detailed Analysis**

No other alternatives are necessary in order to respond to unresolved conflicts concerning alternative uses of available resources. No other alternatives could fill the purpose and need of the proposed action as the proposed course utilizes the only existing roads and trails that would meet the demands of race participants and the permit applicant.

### **III. Affected Environment and Environmental Consequences**

#### **General Setting**

The subject area contains mostly pinyon /juniper woodland communities between approximately 6,500 feet and 7,800 feet in elevation. Limestone and dolomite soils generally support the following plants which are also the primary vegetation found along the proposed course: single leaf pinyon, Utah juniper, mountain big sagebrush, bluebunch wheatgrass, black sagebrush, shad scale and some white sage. The proposed course is primarily used by OHV recreationists for trail riding purposes.

Based on the review of existing baseline data, BLM specialists have identified the following issues for further analysis:

- Cultural Resources
- Noxious Weeds and Invasive, Non-Native Species
- Wildlife
- Visual Resource Management
- Soils
- Recreation
- Livestock Grazing
- Vegetation
- Wild Horses

The following elements of the human environment are not present or would not be affected by the proposed action; therefore no impacts to these elements are likely and they are not discussed further in this EA: Areas of Critical Environmental Concern, environmental justice, floodplains, hazardous or solid waste, Native American religious concerns, land use authorizations, paleontological resources, minerals, prime or unique farmlands, special status species, woodland resources, wilderness, wild and scenic rivers, wetlands, threatened and endangered species and plants (including special status species).

#### **Cultural Resources**

##### **Affected Environment**

All previously approved sections of the course have been inventoried for cultural resources for previous events on these routes. Any off-road traffic in these areas would likely cause impacts to any sites located adjacent to the course. A Cultural Resources Needs Assessment would be completed for the event and any cultural resources would be field checked before the event to determine possible effects of the event on these sites. The potential for cultural resources in the region is low to

moderate, except around the several springs adjacent to the course. Several sites are known to occur at or near these springs.

### **Environmental Consequences**

#### No Action Alternative

Under this alternative the trail ride would not be held. Cultural resources would not be disturbed and would remain in their current state.

#### Proposed Action

The entire proposed trail ride would be located on county maintained roads, two-track roads, or trails and a large amount of the trail ride have been previously inventoried for cultural resources. Therefore, a Class III inventory would not be needed for the entire route. The trail ride goes through and is adjacent to some eligible and potentially eligible sites that may be affected by an increase in visitation as a result of this trail ride. A field visit to these sites is recommended prior to the trail ride to insure that there would be no impacts to these sites. If the sites would be impacted by the trail ride, the trail ride would be moved to alternate areas in order to avoid these sites. These alternate routes would need to be inventoried for cultural resources if they are not on previously disturbed and inventoried routes.

### **Noxious Weeds and Invasive, Non-Native Species**

#### **Affected Environment**

Several infestations of noxious or invasive weed species have been inventoried and are known to occur within and adjacent to the project area. The majority of these identified infestations occur along existing roads. Scotch Thistle (*Onoropodum Acanthium*) and Salt Cedar (*Tamarix Ramosissima*) are known to occur within the vicinity of the proposed course.

### **Environmental Consequences**

#### No Action Alternative

Under this alternative a permit would not be issued for the trail ride. Possible transmission of weed populations would not occur.

#### Proposed Action

A weed risk assessment was completed for this event, resulting in a moderate rating, included in (see Appendix C). A moderate rating indicates that “possible adverse effects on sites and possible expansion of infestation within the project area” is expected to occur” and that “preventative management measures for the proposed project to reduce the risk of introduction or spread of noxious weeds into the area” is required. An increase in vehicles traveling through known infestations would increase the likelihood of invasive weed encroachment. Mitigation measures found within the proposed action would reduce this likelihood through mandatory rinsing of OHVs prior to racing as outlined in the event stipulations Appendix B.

### **Wildlife**

#### **Affected Environment**

The major wildlife populations within the event area are mule deer, elk, pronghorn and chukar partridge. The section around Burnt Peak is located within critical winter range for mule deer. Low populations of mule deer, elk and pronghorn may be scattered throughout other portions of the race area that provide yearlong habitat, with greater numbers likely near water sources. A small population of chukar partridge resides in the White River Valley. A variety of migratory birds, including migratory game birds are found in this area.

### **Environmental Consequences**

#### No Action Alternative

Under this alternative a special use permit would not be issued for the trail ride. No impacts to wildlife resources would occur.

#### Proposed Action

Noise associated with the trail ride may temporarily disperse wildlife from watering sources. There would also be a limited possibility that a vehicle rider may collide with any of these wildlife species which could cause injury or death to the rider or wildlife species. Some wildlife may be separated and dispersed from watering sources and out of wash bottoms which may expose them to a higher risk of predation by carnivores. No impacts are expected to migratory birds because of the temporary disturbance to wildlife associated with the event. Impacts to wildlife species in the race area would be short-term and have an overall negligible effect.

### **Visual Resource Management**

#### **Affected Environment**

The proposed course is located within an area that has been visually impacted by mineral exploration, road development, OHV recreation and installation of communications equipment. The affected area is in an area with a VRM classification 3 and 4. It is also adjacent to the Weepah Springs wilderness area with a VRM classification of 1.

### **Environmental Consequences**

#### No Action Alternative

Under this alternative the trail ride would not be permitted. No visual impacts related to the event would occur.

#### Proposed Action

The proposed action would stay within the visual resource management criteria for the area based upon mitigation measures and design. Every attempt should be made to minimize the impact of these activities through careful location and minimal visual disturbance.

### **Soils**

#### **Affected Environment**

The project area is typical of the Basin and Range Province which exhibits sharp contrasts in topography, soil, precipitation and vegetation types. Soils in the race area bordering mountain ranges contain a preponderance of various sized fragments derived from decomposed sedimentary and tertiary volcanic rocks. Soil in washes and valley floors consist of silt, clay, sand, small rock fragments and some boulders. Some of these soils are prone to erosion.

### **Environmental Consequences**

#### No Action Alternative

Under this alternative the trail ride would not be held. Erosion would continue through its natural process on the existing roads, trails, and washes and would not be accelerated from the trail ride.

#### Proposed Action

New erosion channels may be created by motorcycle and ATV traffic on the route in some locations. Areas such as valley bottoms with clay type soils may become very soft and powdery during and after the event. Implementation of the special stipulations (see Appendix B) would allow for rehabilitation of any negative impacts related to the event.

### **Recreation**

#### **Affected Environment**

Opportunities within the event area for recreation are medium to high. This area is popular among OHV users. The affected area is used by recreationists primarily during hunting season for game birds and big game species.

### **Environmental Consequences**

#### No Action Alternative

Under this alternative the trail ride would not be held.

#### Proposed Action

There would be positive impacts to OHV recreation users. The trail ride would provide an opportunity to help meet the demand for organized non-competitive OHV events. These events have been partially displaced from the Mohave Desert area of southern Nevada because of conflicts with the endangered desert tortoise. The event would also provide an opportunity for a group camping experience for event attendees.

### **Livestock Grazing**

#### **Affected Environment**

Livestock have historically grazed throughout the event location. There are six different Grazing allotments that the proposed trail ride intersects. These allotments include Muleshoe/Maloy, Dry Lake Valley, Thorley, Deadman, Fox Mountain and Fairview. All of these allotments are active, being used for both sheep and cattle during winter and summer grazing seasons.



## **Environmental Consequences**

### No Action Alternative

Under this alternative the trail ride would not be held. Livestock in the area would remain undisturbed by the event.

### Proposed Action

Under the proposed action there would be a potential for cattle and sheep to be temporarily disturbed and displaced from water sources. There would also be a chance of riders colliding with cattle or sheep which could kill or mortally injure both the animal and/or the rider. The permittee will be responsible for coordinating with the livestock permittee to mitigate livestock damage.

## **Vegetation**

### **Affected Environment**

Vegetation in the event area consists of sagebrush steppe, mixed grasses, forbs, desert shrubs and pinyon-juniper woodland.

## **Environmental Consequences**

### No Action Alternative

Under this alternative the trail ride would not be held. Vegetation would not be damaged by the proposed event.

### Proposed Action

Vegetation along washes and growing within existing roads would be affected by the passage of ATVs and motorcycles. Riders tend to avoid large shrubs. The primary impact to vegetation would be short-term trampling of shrubs, grasses and forbs.

## **Wild Horses**

### **Affected Environment**

Portions of the race route are located within the Dry Lake and Seaman Herd Management Areas (HMA). These route portions are not located within an area where horses concentrate, but are used infrequently by roving bands. In the Dry Lake HMA horses concentrate on the east side of the valley along the Fairview and Bristol Mountain ranges. In the Seaman HMA horses concentrate along the White River during the spring and along the Grant Quinn range during the rest of the year.

## **Environmental Consequences**

### No Action Alternative

Under this alternative the trail ride would not be held. Wild horses in the area would remain undisturbed by the event.

### Proposed Action

Due to the low number of horses within the affected area there would be a limited likelihood for the following short-term vehicle noise impacts to occur to any wild horses within the race area: unintentional disruption of daily migrations to and from water; separation of foals from mothers and dislocation of horses from normal use areas. There would also be a limited possibility that a vehicle rider may collide with a wild horse which could cause injury or death to the rider or horse. Staying on existing roads and trails would minimize impacts to habitat. Overall, the potential for race impacts to wild horses are estimated to range from low to no impact.

#### **IV. Cumulative Impacts**

According to the BLM handbook Guidelines for Accessing and Documenting Cumulative Impacts (1994), the analysis can be focused on those issues and resource values identified during scoping that are of major importance. The issue and resource values of major importance or public concern, which would be analyzed for cumulative impacts, include cultural resources, visual resources, wildlife, wetland/riparian zones, soils, range, recreation, wild horses and invasive non-native species.

Cumulative impacts result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative impacts could result from individually minor, but collectively significant actions, taking place over a period of time (Council on Environmental Quality, Regulations for Implementation of NEPA, 1508.7).

The cumulative effects study area is a forty mile radius around Coyote Springs. A general discussion of past, present, and reasonably foreseeable future actions follows:

##### **Past Actions**

Over the past sixteen years this area has been used for thirteen events both competitive and non-competitive. Some portions of the proposed course were used during these events, the most recent being the Nevada 1000 in 2002. This area has also been used for grazing and small amounts of mining.

##### **Present Actions**

Currently grazing and recreation are the main actions taking place within the event area. Some mining claims may exist but very few if any are active operations. There is continued motorized and non-motorized recreation occurring within the event area along with the establishment of the nationally designated Silver State trail.

##### **Reasonably Foreseeable Actions**

OHV events would continue to be held within the Ely BLM district. The nationally designated Silver State OHV trail would continue to draw people to this area to ride OHVs. Loop and spur trails may be established in the future in relation to the Silver State trail to provide greater OHV opportunities. Other multiple use activities would continue to take place in the area in the future.

## V. **Proposed Mitigation**

Mitigation measures incorporated into the proposed action are sufficient, based on the analysis of environmental consequences no additional mitigation is proposed.

## VI. **Suggested Monitoring**

Monitoring measures incorporated into the proposed action are sufficient, based on the analysis of environmental consequences no additional mitigation is proposed.

## VII. **Consultation, Coordination, and List of Preparers**

### **Consultation and coordination**

BLM Specialists assigned and consulted with regarding the proposed action include:

Gary Medlyn, Soil, Air and Water Quality  
Shirley Johnson, Rangeland Management Specialist  
Ryan Pitts, Weeds  
Paul Podborny, Wildlife Biologist  
Jared Bybee, Wild Horse Specialist  
Nathan Thomas, Archeologist  
Steve Leslie, Wilderness  
Dave Jeppesen, VRM and Recreation  
Elvis Wall, Tribal Coordination  
Carolyn Shervee-Bybee, NEPA Specialist

### **Public Involvement**

This document was released for public comment and review on the BLM website for 30 days.

## VIII. **References**

Schell Management Framework Plan, 1983

Desert Tortoise Amendment to the Caliente Management Framework Plan, 2000

Lincoln County Public Land and Natural Resource Management Plan, 1997

## **Appendix A – Maps**

These maps are intended to provide representational information only. Detailed maps are available for public review at the Bureau of Land Management, Ely Field Office.

### **Map 1**

## Eugene Entertainment Inc (TRAC-ON) MC Trail Ride Course

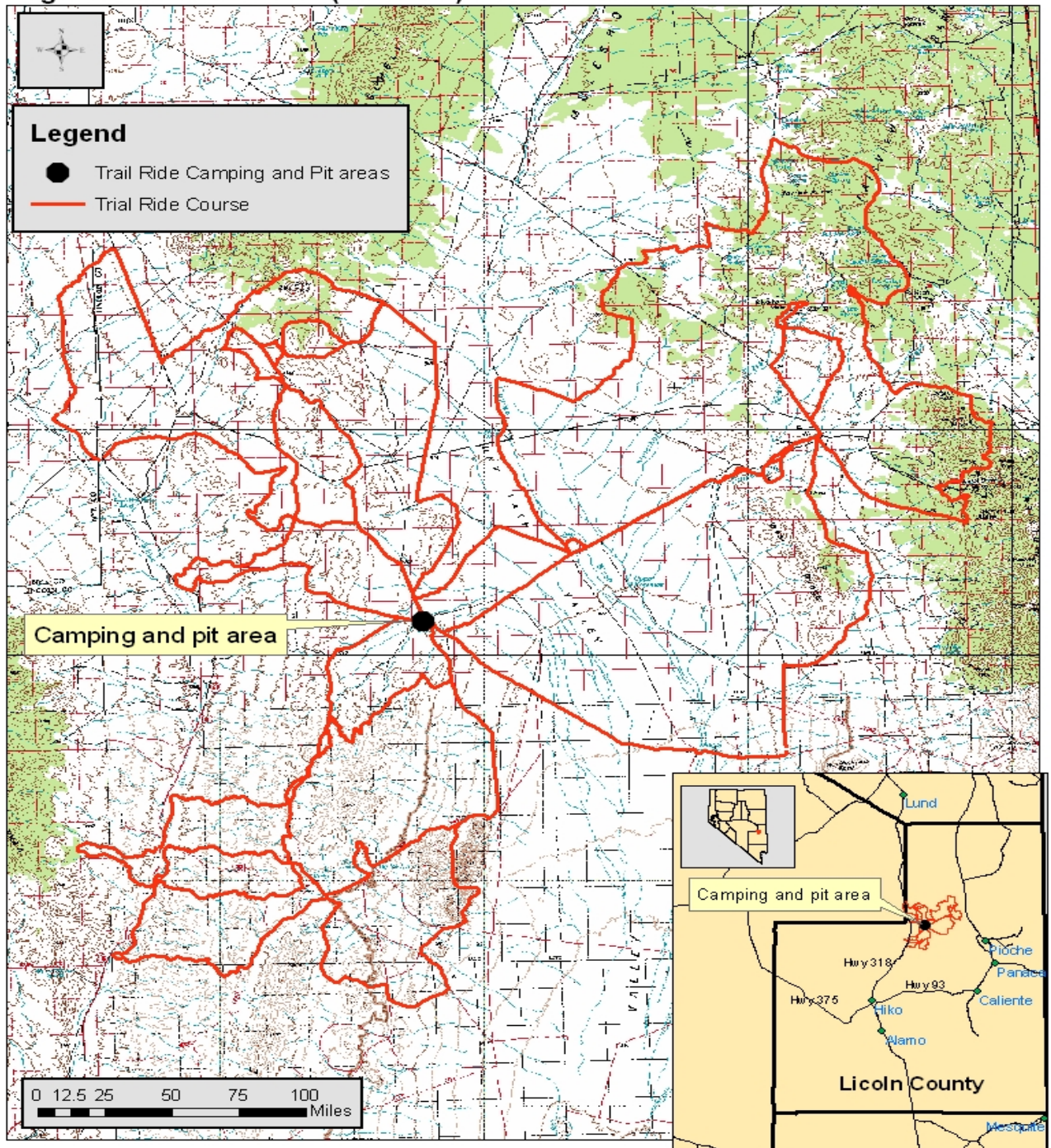


Figure 1 Trail ride Overall map

## APPENDIX B - Stipulations

Stipulations #1-16 are located on the back side of the SRP Permit (form 2930-1).

17. Painting or marking of rocks or vegetation will not be allowed; the establishment of permanent markers for monitoring or course relocation purposes may be authorized by the AO. **The approved race course must be clearly defined and plainly marked prior to the event.** The permittee shall mark the course, with flagging colors other than green or blue, at sufficient intervals so that race participants can clearly follow the approved route.

18. The permittee shall be responsible for the supervision of all participants, spectators, and other persons associated with the event, and will be responsible for ensuring public safety in the event area.

19. The permittee will be responsible for keeping race contestants on the designated race course approved by the AO. The permittee shall take appropriate steps to ensure that the course width doesn't exceed the established width of roads, trails or washes, or 10 feet, whichever is narrower.

20. The permittee must contact and receive concurrence or license, where required, from all other federal, state, county, and local governmental agencies having jurisdiction, concern, or interest in the race or over any portion thereof.

21. This permit does not give permission to cross over or use any private lands during the event. The permittee will be fully responsible for all trespass on, or damages to, private land which results from the conduct of the event.

22. The use of BLM administered roads and unimproved trails on public land are permitted. The permittee must ensure that sufficient numbers of personnel are present at checkpoints to prevent racers from colliding with other vehicles that may be in the area. Checkpoint personnel must be in position prior to the first racer passing their assigned locations, and the race will not start or will be halted until checkpoint personnel are ready to perform their duties.

23. The permittee shall do everything possible to ensure that participants and spectators do not willfully or maliciously harass livestock, wild horses or wildlife. No cutting of fences or damage to other range developments is authorized for purposes of this race. All fences, gates and other range developments damaged during the course of this event will be repaired to a condition equal to the condition of the development prior to the event.

24. Permittee shall not cut any timber on the public lands without prior written permission from the authorized office. Hazardous tree limbs or small trees may be cut and removed to provide for the safe passage of race vehicles.

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Initial

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Date

25. The permittee is responsible for ensuring that adequate toilet facilities are provided for use by race personnel, participants, pit crews and spectators at all pit locations.

26. Permittee shall provide for sufficient first aid services to ensure that after an accident a victim can be located, treated, and promptly evacuated. The permittee will contact medical personnel in the area to advise them to prepare for potential emergency services. A sufficient number of personnel with portable two way radios will be located along the course to assist in promptly responding to emergencies.

27. The permittee will do everything reasonable, both independently and/or upon the request of the AO, to prevent and suppress fires caused by the race or related activities on public lands utilized during this event. Compensation may be required to be paid by the permittee for expenses incurred by Federal, State, or private entities expended in fire suppression and rehabilitation expenses that may result from this event. Approved spark arresters (certified manufacturer equipment or .023 inch or smaller mesh metallic screen) will be required on all 4-stroke motorcycles.

28. The permittee will inspect all race vehicles to ensure they have been cleaned prior to the race. This, in an effort to prevent the introduction of any new weed populations. Any race vehicle not cleaned before the race will be subject to penalty and/or disqualification. The permittee will also make an honest effort to encourage those at the race to wash all vehicles at the nearest washing facility.

29. All check point personnel shall be required to have in their possession, as a minimum, one shovel and two gallons of water for fire suppression in their assigned area. The permittee will ensure that a sufficient number of multi-fuel fire extinguishers are available at pit areas in order to control any gasoline fires that may occur.

30. Stakes, flagging materials, equipment, temporary facilities, and all other event-related materials must be removed by the permittee from the course within 15 calendar days after the event. Trash and litter left on public lands by spectators and checkpoint/pit personnel associated with this OHV event will be cleaned up immediately following the race. All trash, litter and refuse must be disposed of at an approved dump facility.

31. There will be no cross-country vehicular use allowed by participants or spectators in the area of the race course during the race weekend. Any pre-race vehicle use must be confined to existing roads or approved pit locations. The race sponsor may use vehicles during marking of the course, and for conducting a pre-race sweep patrol to move wildlife out of the area and insure that markers have not been removed.

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Initial

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Date

32. The permittee will establish a sufficient number of race course checkpoints to prevent short-coursing (travel off of the approved route) by race participants.

**33. Any unnecessary and undue damage resulting from the event including, but not limited to, eroded areas where vehicle barricades, road grading, water bars or recontouring are required, or denuded areas needing revegetation, will be rehabilitated by the permittee in a manner specified by the AO. The use**

area will be inspected by the AO or designated representative (in conjunction with the permittee, if possible) in order to determine needed reclamation or reseeding. The permittee will ensure completion of this work within a mutually agreed to time frame, or in accordance with a time frame established by the AO. If this work is not completed in a timely manner, it may be performed by the BLM or contract personnel with the express and implied agreement by the permittee to pay for these rehabilitation costs.

34. The permittee may be required to pay costs of restoration and repair of cultural resources that are damaged by race participants outside of the approved race course or pit areas.

35. Any concession activity located on public lands that is associated with this race event is authorized under this race permit as long as concession revenues are included in the gross receipts reported on the post use form. No concessions selling alcohol will be allowed or authorized.

36. The permittee must complete the post-race portion of the permit form and return it to the Ely BLM office **no later than 30 calendar days after completion of the event**. The permittee will be responsible for providing documentation as to the total number of race participants and the gross receipts from participant entry fees, concessions or any other source of permit revenue.

37. The permittee agrees to pay, in response to a billing provided by the AO, a sum which is the greater of \$90.00 minimum fee, \$4.00 per race participant or 3 percent of the gross receipts derived on public lands as a result of this event.

38. Permittee shall conduct a mandatory drivers meeting in the form of a mass meeting to inform participants of the permit stipulations.

39. Permittee is required to contact counties, county road departments, county and state law enforcement agencies, livestock permittees, right-of-way holders, patented land owners, private land owners, and utility companies prior to the event.

***\*Non-compliance with any above permit stipulation will be grounds for denial of future permits, and/or race cancellation.***

### **Performance evaluation, violations, and penalties:**

**Performance will be based upon:**

- 1) Stipulation and Operating Plan Compliance;
- 2) Protection of Resource Values; and

3) Quality and safety of services provided to the public.

**Performance levels are:**

A= Acceptable: Permittee is in compliance with permit stipulations; has taken prompt steps to rectify any performance issues and complaints; does not repeatedly violate conditions, or show a disregard for stipulations.

P= Probationary: Where there has been repeated violations or a disregard for permit stipulations, the permittee will be placed in probationary status.

U= Unacceptable: Permittee willfully and/or repeatedly violated permit conditions to provide substandard service to the public. Conduct is lacking in reasonableness or responsibility to the point that it becomes reckless or negligent.

**Violations and Penalties**



A= Complaints and issues may be discussed over the phone or in writing. When due dates or completion dates are established, the permittee will be afforded a 15 day grace period, unless otherwise specified.

P= A notice on Noncompliance (Notice) will be issued by the Authorized Officer specifying in what respect the permittee has failed to comply, the terms of the probationary status, and the consequences of further noncompliance.

U= Permit privileges would be revoked for one to three years.

A notice of Noncompliance and Decision to Terminate permit privileges would be issued by the Authorized Officer. The permittee would be allowed the opportunity to appeal the decision under Title 43 CFR, Part 4.

Critical Standards - a breach of critical standards can lead directly to administrative penalties, suspension or revocation of a permit. Critical standards are necessary for the health and welfare of the public and protection of resources.

The permit shall be suspended or revoked if required State or local licenses pertaining to public health and safety are revoked.

Violation of mandatory Federal or State safety requirements will result in probationary status or loss of permit privileges.

The conviction of a violation of any Federal or State law or regulation concerning the conservation or protection of natural resources, the environment, endangered species or antiquities that is related to permit operations will result in probationary status or loss of permit privileges.

I HAVE READ, UNDERSTAND AND AGREE TO ABIDE BY THESE PERMIT CONDITIONS AND SPECIAL STIPULATIONS. I HAVE THE AUTHORITY TO OBLIGATE THIS ORGANIZATION TO THE ABOVE REQUIREMENTS.

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SIGNATURE

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DATE

## APPENDIX C - Weed Risk Assessment

**Project Name: Eugene Entertainment Trail Ride 2006**

### **RISK ASSESSMENT FOR NOXIOUS/INVASIVE WEEDS**

Directions: This document is intended for electronic use. Adjust the spacing as necessary. Retain one copy of this document with your project files. Provide the Weed Coordinator with a second copy of the form and a project map.

**Date Risk Assessment was completed:** 04/27/2005

**Steps taken to complete Risk Assessment:** Coordinated with Weeds specialists for input.

**Project Description:**

On June 24<sup>th</sup> and 25<sup>th</sup> 2006, Daryl Folks will be holding a non-competitive M/C trail ride.

**Project Location:**

The event would start/finish/pit at Coyote Springs. (See attached map)

**Factor 1:**

A definition of Factor 1 appears in Appendix A. Factor 1 assesses the likelihood of noxious/invasive weed species spreading to the project area. For this project, the factor rates as **(Moderate, 7)** at the present time. This rating was based on the following findings:

Due to the nature of the event, there is a moderate risk of areas along the race course and pit areas becoming inhabited by noxious weeds. No noxious weeds were observed directly in the pit area or along the sections of trail that that were traveled, but it is expected that there are some weeds present. Weed maps were consulted, revealing some recorded infestations located on or within a close proximity to the race route but most of these are along maintained roads where the racers would be less likely to transmit the weed seed and or plant parts.

**Factor 2:**

A definition of Factor 2 appears in Appendix A. Factor 2 assesses the consequences of noxious/invasive weed establishment in the project area. For this project, the factor rates as **(Moderate, 5)**. This rating was based on the following findings:

Due to the nature of the M/C race and the number of people associated with the event, expansion and introduction of weed populations is a viable possibility.

**Risk Rating:**

The Risk Rating is obtained by multiplying Factor 1 by Factor 2. For this project, the Risk Rating is (**Moderate, 35**).

Based on this risk rating, preventative management measures (**are**)/ are not needed for this project. Preventative management measures developed for this project are as follows:

Preventative measures to help mitigate the possible effects of the race on the native plant communities include:

I) Preventative measures:

A) Take before and after observation photos of key impact and possible weed vector areas, as required by our OHV monitoring report.

II) Short Term measures:

A) Insure the permittee is aware of his responsibility to inform the event participants to wash their race vehicle before and after the event, as described in question 3 of environmental assessment document written for this event.

III) Long Term Measures:

A) Notify the proper weed control agency concerning treatment of any observed populations of noxious weeds following the race.

B) Establish photo point sites at high risk locations (as described in pages 31-33 of the Sampling Vegetation Attributes guide) in relation to course impacts and existing or possible weed populations along the course.

C) Revisit these monitoring points for a minimum of three years to monitor any changes related to weeds.

D) Monitor any known infestations and do follow up treatments as necessary.

Based on this risk rating, project modifications are/ (**are not**) needed for this project. Project modifications developed for this project are as follows.

Weed Risk Assessment completed by: \_\_\_\_\_

Reviewed by/Date Reviewed: \_\_\_\_\_  
Noxious Weed Coordinator

Date

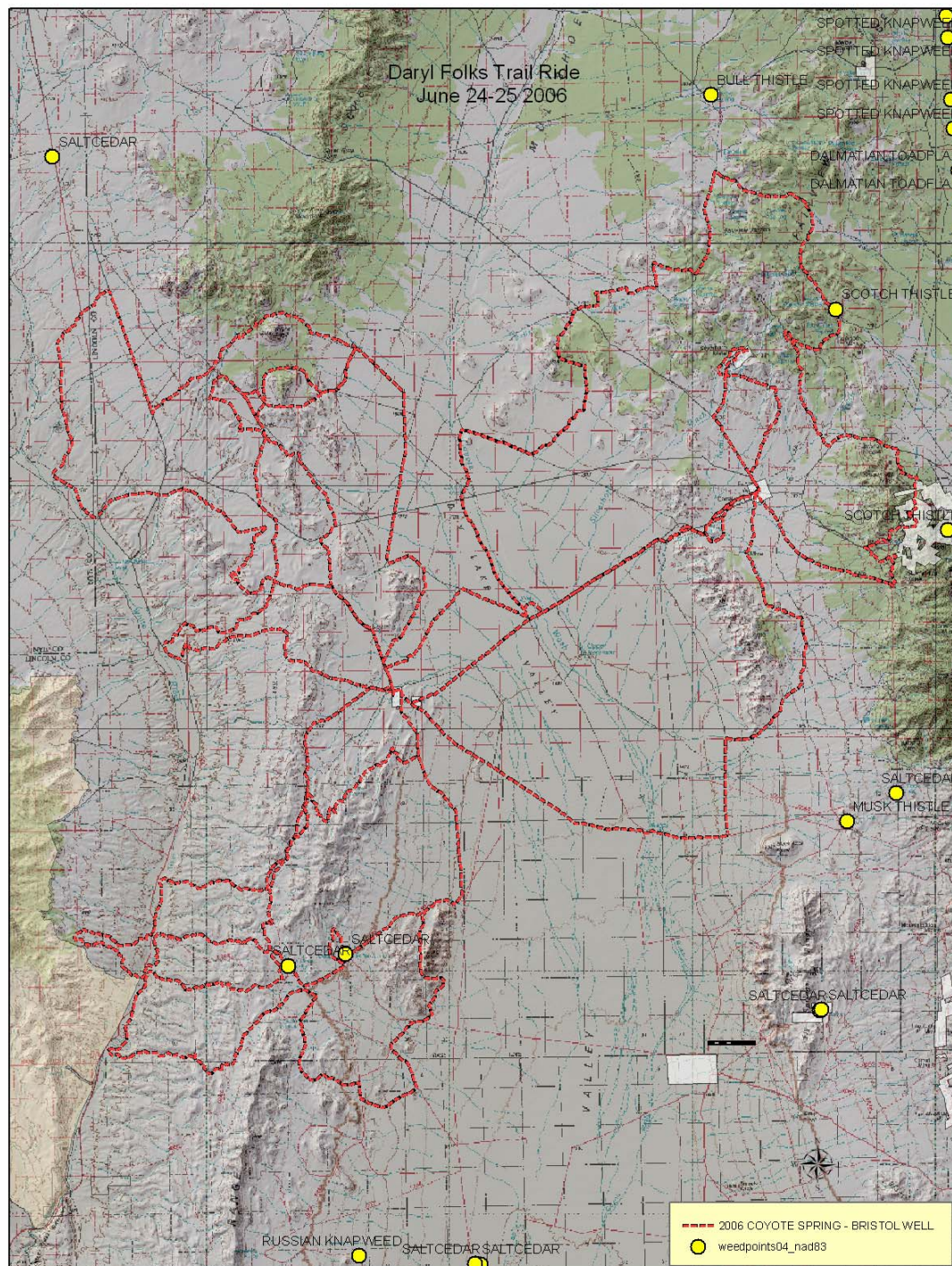


Figure 2 Trail ride weeds risk assessment map

## Factor 1

**NONE (0):** Noxious/invasive weed species not located within or adjacent to the project area. Project activity is not likely to result in the establishment of noxious/invasive weed species in the project area.

**LOW (1-3):** Noxious/invasive weed species present in areas adjacent to but not within the project area. Project activities can be implemented and prevent the spread of noxious/invasive weeds into the project area.

**MODERATE (4-7):** Noxious/invasive weed species located immediately adjacent to or within the project area. Project activities are likely to result in some areas becoming infested with noxious weed species even when preventative management actions are followed. Control measures are essential to prevent the spread of noxious/invasive weeds within the project area.

**HIGH (7-10):** Heavy infestations of noxious/invasive weeds are located within or immediately adjacent to the project area. Project activities, even with preventative management actions, are likely to result in the establishment and spread of noxious/invasive weeds on disturbed sites throughout much of the project area.

## Factor 2

**Low to Nonexistent (1-3):** None. No cumulative effects expected.

**MODERATE (4-7):** Possible adverse effects on site and possible expansion of infestation within the project area. Cumulative effects on native plant communities are likely, but limited.

**HIGH (7-10):** Obvious adverse effects within the project area and probable expansion of noxious weed infestations to areas outside the project area. Adverse cumulative effects on native plant communities are probable.

## Risk Rating

**NONE (0):** Proceed as planned.

**LOW (1-10):** Proceed as planned. Initiate control treatment on noxious weed populations that get established in the area.

**MODERATE (11-49):** Develop preventative management measures for proposed project to reduce the risk of introduction or spread of noxious weeds into the area. Preventative management measures should include modifying the project to include seeding the area to occupy disturbed sites with desirable species. Monitor area for at least 3 consecutive years and provide for control of newly established populations of noxious weeds and follow-up treatment for previously treated infestations.

### **HIGH (50-100):**

Project must be modified to reduce risk level through preventative management measures, including seeding with desirable species to occupy disturbed sites and controlling existing infestations of noxious weeds prior to project activity. Project must provide at least 5 consecutive years of monitoring. Projects must also provide for control of newly established populations of noxious weeds and follow-up treatment for previously treated infestations.